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EXTRACT FROM AN UNPUBLISHED POEM.

BY E. B. HALE.

I.

'Twas an Autumn's eve—with the sick man's groan,
As he writh'd in torturing pain,
Came the solemn dirge—so dreary and lone—
Of the autumn wind, and its spirit-like moan,
And its sad and desolate strain.

II.

And the yellow leaves, all sere and dry,
As the hollow wind flew past,
In a funeral march, went rustling by,
With the notes of grief and many a sigh,
As they rode the pitiless blast.

III.

And thro' the bows of the willow tree
That stood by the good man's door,
The wild winds danced with furious glee,
And sung their songs all solemnly,
As they ne'er had sung before.

IV.

But all was calm and as still within,
As the hour of peaceful rest:
And the dying man, in his thoughts had been,
To that beautiful clime where sorrow or sin,
Shall never, no never molest.

EDITOR'S ADDRESS.

The ending of the old and the beginning of the new-year, are land-marks in the ways of business;—the former is the time for casting back and settling up old scores—the latter, for looking blithely ahead, and forming new plans. We have taken a view each way, and are reminded, that, to day, we turn over a new leaf in a new volume of the Messenger. While we are doing this, we beg the attention of our friends and subscribers for a few moments. Times are hard—our engagements are pressing; we have wrought the year through, and furnished our subscribers with every jot and tittle of what we promised to give them. Have they done the same by us? Many, we are happy to say, have—and many, the state of our finances reminds us, have not. To the first, we return many and hearty thanks—to the last, we appeal for justice. Our subscription list is a large one; had we half of what is due by it, we should be satisfied for years to come. A few names on this list are marked paid for 1843, some for 1842, but the rest are in arrears, some for one year, some for two years, some for three and some *ever since the Messenger began.* If one moiety of these arrearages were paid up, we should ask no favors and give no duns. It was upon the faith of this list, and on the promise of these subscribers that many of our engagements were made—they are pressing upon us—this is the time for us to meet them—and these arrearages are our main reliance. They are divided among many hundreds of subscribers, and the sum owed by each is trifling in itself to him, but, in the aggregate, the amount is large, and by us is greatly needed. It is our sole reliance—a mere pittance to the subscriber, but a fortune to the publisher. Many, we know have withheld their fees, on account of the deranged state of the currency. Their motives were good, and are highly appreciated. But we can better lose a part now than we can afford to wait longer. Our distant subscribers who have been thus actuated, are respectfully informed that the currant bank notes of every State, are now received by us at their par value. Any one, may forward his subscription fee, free of postage, through the post-master, who is empowered to frank all such communications.

We cannot close this appeal, without returning our thanks to our numerous contributors for their many favors. Notwithstanding the tightness of the times, there is a noble band of those who have stood by us manfully, and have proudly borne us along the walks of literature.

THE NAVY AND THE WEST.

We respectfully and earnestly invite the attention of Western members of Congress—of the Western press, and of the Western people to the subject treated of below.

Ed. Sou. Lit. Messenger.

This* is a neatly printed pamphlet of twenty odd pages, the object of which is fully set forth in the title page. Our readers, doubtlessly, will recollect the letters of Harry Bluff, which, under the *alias* of "Union Jack," were addressed in the Messenger, to Mr. Clay, about eighteen months ago, setting forth the claims of the South and West upon the Navy. These letters were nobly responded to by the press in those regions. In answer to Harry Bluff's appeal to Western patriotism, Tennessee has manfully stepped forth, and bravely responded. Memphis in particular, has asserted her claims, and

* Proceedings of the Board of Mayor and Aldermen of the City of Memphis, Tennessee, on the subject of the Establishment of a Western Armory and Naval Depot and Dock-Yard at Memphis: together with the report of Col. D. Morrison, Civil Engineer, the Report of the Committee appointed by the Board, &c. &c. Printed at the "Appeal" Office, Memphis, Tennessee, 1842.

preferred them with such force of reason and argument that has fairly brought them to the favorable notice of Congress. Though the shores of the West, be not washed by the tides of the Ocean, they are by roble streams that load the Ocean with commerce; and anything that is "tarry and briny" closely concerns many of their best interests. Let us see therefore, what connexion the South and West have, or *ought* to have, with the Navy: There is a steam man-of-war; let's look at her, and examine whence came the materials of that smoky leviathan. Her bulwarks, her sides, her timbers and her ribs, are of oak and pine. Where did they grow, and whence were they taken? They grew in the South and West, and were taken to the East, to be moulded into shape. Her machinery is made from Western iron, by Eastern mechanics. Her cordage and her canvass were produced in the West; but the profits of their manufacture filled Eastern pockets. The copper and the lead used in her construction, though smelted on the waters of the Upper Mississippi, were carried away in Eastern ships, bought by the government of Eastern merchants, manufactured in Eastern workshops;—and for why? that Eastern states might monopolize Navy disbursements. And though she be intended for the Gulf of Mexico, and therefore, more immediately for the protection of Southern and Western interest, her crew are Eastern men, shipped and paid off in Eastern ports, and fed on Western pork and beef, taxed with Eastern profits: the very fuel that gives her power, though it may be had on the banks of the Western rivers for five cents the bushel, is bought in Eastern towns of Eastern men, at a good round Eastern price, and then transported in Eastern ships, by Eastern crews, and Eastern masters, for Eastern owners, and deposited at the door-way of the West, at more than double cost. The coal, that is supplied to our steamers at Pensacola is supplied from Boston—which is supplied from an English province, and costs the government, we are informed, by the time it is landed at Pensacola, from $15 to $20, per ton—whereas better coal—coal that burns freely—that will neither "clink" nor "choke," may be furnished from our Western river banks, and landed at Pensacola, or any where in the Gulf, at less than half that price. Verily, Southern and Western legislators are strangely blinded to their interests in relation to the Navy. Why should not all this timber, and all this iron, and all this hemp, and all this copper, this lead, this coal, this beef and this pork; aye, and this crew, be supplied directly from the West? With the Memphis Aldermen, we think they should, and we hope to see the attention of Western members in Congress, turned, in good earnest, to this subject, for the general, not less than the sectional interests, require that the links in the chain which binds the West to the Navy, should be made *bright*.

The mouth of the Mississippi is not at the Balise—the Gulf of Florida is the outlet for Western commerce—therefore the defences of the Gulf of Mexico, are only those of the Mississippi, extended. These defences operating more immediately for the protection of the South and West, in whose hands should they be placed, but in those of Southern and Western yeomen? Is the West willing, in case of war, to entrust the defences of the Gulf to Eastern sailors? the Western boys are its *natural* defenders. Those defences must consist of steamers—the West is the land of steamboats, and Western river boatmen would furnish our man-of-war steamers with the best crews in the world. The steamers intended for the gulf should be built in the West—equipped in the West, and manned in the West. There their crews should be shipped, and there they should be paid off and discharged.

The boilers and engines, instead of being made on the banks of the Hudson, should be manufactured on the banks of the Mississippi—and the hemp too of Kentucky, instead of being sent round to the rope yard at Boston to be spun into cordage, should be stopped at the Memphis boat-yard, and be manufactured there—so too with chain cables—and so too with the cannon for these boats. Are gentlemen aware, that the best and cheapest guns, that have been procured for the Navy, are cast on the Western waters from Western iron? These cannon have been delivered at ninety odd dollars, whereas Eastern founders received under former contracts—from $135 to $140, for like pieces.

When a vessel is crippled in the gulf, it certainly would be nearer, and safer, and cheaper, to send her to the Boat-yard at Memphis for repairs, than it would be to send her to New-York or Boston. View this subject as we may, reason, justice, and public weal, all point to the banks of the Mississippi, as the proper site for the National Boat-yard, and to the Western rivers as the best nursery for armed boatmen.

We should be much pleased to hear that Lieut. Hunter, in his newly constructed steamer, the Union, had been sent by the Department up the Mississippi, that the Western people may see a steam vessel-of-war, and be reminded of the interests they have at stake in this matter; they would recognize in her, the produce of their hills and their valleys, which had been carried away in the rough, wrought up into shape, and sent back again to their doors;—then, perhaps, their eyes would be fully opened to our course of reasoning.

There is another subject too, besides the establishment of a National Boat-Yard on the Mississippi, which would redound greatly to the advantage of the West—and which we have time now only to glance at. We allude to a survey, or rather an "index" of the Western rivers, by which their navigation may be improved, and rendered more certain, as well as more safe. The public coffers have been, for years, opened with a liberal hand for what

is known as the "Coast Survey;" and Uncle Sam has spent his money like water in building break-waters and sea-walls—and in ascertaining the depth of water, the position of bars, shoals, and dangerous places, along the coast of our Eastern states. But as for the West, she has been put off, with the pulling up of a snag or two occasionally, while millions were spent upon the Pea-patch and Rip-raps. The commerce of the Ohio and Mississippi rivers is immense, attended annually as we all know, with vast losses of life and property; many of which might be avoided, were Western river navigators, before undertaking trips in doubtful stages of the river, furnished with proper registries of the water on the principal shoals. A tithe of what is annually expended on the "Coast Survey" would suffice for the entire West. We do not speak of deepening the shoals, but of ascertaining the depth of water on them at every stage of the river—and of referring these, to common water marks placed at the towns on its banks;—thus, when the water at Cincinnati is so many feet deep—simultaneous observations along the river, would show the depth of water on the shoals and bars above and below. When there is a rise of one foot in the deep still water of Cincinnati, the corresponding rise on the Maysville, Portsmouth, or Guyandotte shoals, may be two, three, or four inches; depending, of course, on the rapidity and capacity of the current;—but a series of observations conducted for one season, would accurately establish the ratio between the water on the shoals and at the principal cities. Then, by planting a pillar graduated according to these observations, each town could have a water-mark, by which boat owners and masters might read dayly, and to the fraction of an inch, the water on the shoals to be crossed on their trip; the boat's draft and destination could then be regulated accordingly. By this means, all those losses which annually result from vessels attempting trips extending beyond shoals that are too shallow, would be avoided;—at every town, the boat could read the water on the shoals to be crossed. Nor would this be all, the papers, in time of low water, would publish, for the benefit of New-Orleans, and other places which would be beyond the influence of the "water-marks," the depth of the principal shoals, with a remark showing whether the river was rising or falling, or stationary. Thus, a boat at New-Orleans, would know with certainty before leaving, and to the nearest time, what water was on the shoals of the Ohio. We merely make this suggestion—leaving it to our Western friends for further discussion *and for* AGITATION.

While the proof slips of the foregoing were yet in our hands, we received a copy of the annual Report of the Secretary of the Navy. THE *measure* of this Report, is the Mississippi Boat-Yard. We are happy to find the views already taken by us, supported and strengthened by the official organ of the Navy. The Secretary's reasoning on the subject, is so much more conclusive and forcibly urged than our own,—his cases so well put, and the Q. E. D. so clearly established by him, that we cannot resist the temptation of calling him in to our aid.

"It is believed that there is not in the world, an equal amount of commercial and agricultural interest belonging to any one country, so much at the mercy of the most inconsiderable maritime force as is that of the Gulf of Mexico. Not only the States which lie immediately on that water, but all those whose streams enter into it, including the vast and fertile region of the Mississippi and its tributary waters, make this their chief channel of commerce. And we may properly add, also, no inconsiderable amount in the article of cotton sent from Texas by means of the Red river, and paying tribute to our commercial agencies in its transit through our territory. Cotton is the principal material of our trade, both foreign and domestic; it probably constitutes three-fourths of our exports in its raw and manufactured states. Taking the year ending on the 31st August, 1842, it is found that the whole cotton crop amounted to 1,683,574 bales; of which 1,160,389 were shipped from the ports of the Gulf of Mexico. Of this crop 1,265-249 bales were exported to foreign countries; and of these exports, 937,830 bales were from the ports of that Gulf. Thus it may be assumed that two-thirds of the most valuable article of our commerce, foreign and coastwise, is shipped in the ports of the Gulf of Mexico.

"In other articles, the productions of the West, the proportion, although perhaps not quite so large, is yet large enough to give peculiar importance to the Gulf of Mexico. The tobacco, the iron, the lead, the sugar, the hemp, and the provisions of that great and rich region, (and in a few years we may add also its coal,) find their way to market chiefly through that single channel. These already form no inconsiderable part of the entire exports of our country; and will, after no long process of time, enter still more largely into our trade, both foreign and domestic. Without pretending to perfect accuracy, we may safely assume that not less than two-thirds of the entire commerce of our country, exclusive of the whale fisheries, passes through the Gulf of Mexico; and we may, with even more safety, assume that this proportion will increase from year to year, with the increase of the population and wealth of our Western States.

"It is to be borne in mind that nearly all this valuable trade is carried on through the Gulf of Florida. I had the honor to present my views upon this subject, in a report which I made to the Senate, during the last session of Congress, but which was not acted on by that body. I respectfully refer to that document, as containing many suggestions connected with this inquiry, which I believe to be not wholly unworthy of public attention. I repeat

here, only the well known fact, that in consequence of the strength of the Gulf stream and trade winds there is virtually no passage for our trade eastward, on the south side of the island of Cuba. It must, of necessity, pass through the Gulf of Florida, a narrow strait which can be effectually blockaded by two active steam frigates, and probably by one. Even if a trading vessel should pass such a blockading force in the night, it would have but one path open to it for a great distance, and might of course be pursued with a certainty of being overtaken. It would not enjoy even the ordinary chances of a vessel escaping from a blockaded port into a wide and open sea.

"The facts to which I have thus adverted, show a striking peculiarity in our condition. The greatest portion of our commerce, confined to a single channel of some hundreds of miles, is exposed in a peculiar manner to any enemy having possession of the sea; and—what would render our condition still worse—if we be without a naval force, that commerce may be annihilated at a cost which would not be felt by any tenth-rate maritime power!

"If these views be correct, I am at a loss to perceive what portion of our country is not interested in them. To the States bordering on the Gulf of Mexico, and to all those which use the Mississippi river as a channel of trade, the subject is of a deep and daily increasing interest. So far as their prosperity depends on the outlet of the various productions of their country, they have but a single question to decide: Is, or is not, their commerce worth the cost of a naval power adequate to protect it? *It has no other protection*, and it cannot have any other until its present channels shall be changed.

"To these considerations are to be added, others growing out of the peculiar character of our Government and institutions, and the exposed condition of our lake and sea coast. On these points I can only repeat the suggestions offered in my last report. No country in the world has a greater interest than ours to guard itself against invasion. If we are destined to see again the smoke of an enemy's camp, we should at least be careful not to allow it to ascend from our own soil. It is in all respects better for us, to repel an enemy from our coast, than to subdue him after he has landed upon our shores. To do this, we must cherish our naval power,—not as the institution of a day or of a year,—not as a subject which we can lay aside, and take up again whenever we please, as the policy or the caprice of the moment may dictate;—but as a great and permanent institution, worthy of a great people, and demanding the grave attention of Government; an institution resting upon a wise system, and worthy to be maintained in the spirit of a liberal, comprehensive and stable policy.

"These considerations forbid us to fall so far in the rear of other nations, and of the age in which we live, as to surrender our due share of the dominion of the seas. A commerce, such as ours, *demands* the protection of an adequate naval force; our people, scattered all over the world, have a right to require the occasional presence of our flag, to give assurance to all nations that their country has both the will and the power to protect them. Our position among the nations, is such as to leave us without excuse, if we voluntarily strip ourselves of a power which all other nations are anxious to grasp. Our forms of government and municipal institutions, suggest that a naval force is our safest and perhaps our only, defence; and as an additional recommendation, of no small weight, the expenditure which this defence requires, is to be made chiefly among our own people, encouraging their enterprise, invigorating their industry, and calling out the abundant and now almost hidden resources of our country."

In another part of the report, the Secretary informs Congress, that he has laid up the Mississippi steamer, and intends to lay up the Missouri also, because they are found to be too expensive. These splendid follies were conceived and built under the old system. It cost upwards of a million of dollars to build the two; and, to prove what was known before, i. e. that they were like the Indian's gun and "cost more than they come to," it has cost —— we are afraid to say how much more. We will give the data—and the reader may make the calculation for himself: one of them, consumed when at sea, 43 tons of coal a day—this coal was received at Pensacola at—say $15 the ton—then there were the wear and tear of Boat, Boilers and Engines—the cost of six or eight Engineers, of thirty or forty firemen, and a crew of one hundred or two hundred men, for each vessel. Be the sum total what it may—but it is enormous—the cost of these two steamers—which, unless we have war soon, will prove *worse* than useless, amounts to a sum, that would be more than sufficient to found on the Mississippi, a boat-yard—a foundry—a rope walk—a school for engineers—and to build and equip a fleet of *proper* sized steamers sufficient to answer all our present purposes in the Gulf of Mexico. Verily, what can our Western friends be made of, that they do not assert their claims upon the Navy?

See what the Report says further—"The subject, next in importance, is the establishment of a navy-yard on the largest scale, on the waters of the lower Mississippi. I had the honor to give my views upon this subject, in a report to the Senate, of the 31st of January last. Respectfully referring to that report, I forbear to repeat at large the suggestions which it offers. I will only say that the object which I have in view, is to afford whatever facilities such an establishment can afford, to the industry of the whole valley of the Mississippi, now cut off in a great degree, from its due share in the supplies of the Navy. The iron

of that region would find there a ready and convenient market; an extensive rope-walk—a necessary appendage to such a navy-yard—would present a constant demand for hemp; the provisions of the West, now worth little or nothing, from their superabundance, would find a ready purchaser at fair prices. Every branch of Western industry would feel, directly or indirectly, the influence of such an establishment; while the Navy itself, would be secure of abundant and cheap supplies, sufficiently convenient to the ocean, and yet perfectly safe from the attacks of any enemy.

"It is by arrangements of this sort," continues the Secretary—"that the Navy can be made to return to the country twice the wealth which is expended in support of it. The wealth of a nation does not consist in the quantity of gold which it may have in its Treasury; the economy of a nation is not shown only in the smallness of its expenditures. It is rich, only in proportion as its people are rich; and it is economical only so far as it applies the public money to uses more valuable to the people who pay it, than the money itself. This is but another name for national thrift; but it is the only sense in which national economy is of any value. Nine tenths of the appropriations to the Navy are paid back to our own people for materials, labor, and subsistence. It is thus *put into circulation*, paying debts, supplying wants, and sustaining credit. Every dollar thus employed increases the *tax-paying ability* of the people to twice that amount; and this tax-paying ability is the true wealth of the nation. The expenses of the Navy, therefore, are not to be considered a dead tax upon the Treasury. They not only go back and circulate among our own people, but, unlike most other expenditures of the Government, they give employment to industry, encouragement to enterprise, and patronage to genius. They perform, to a great extent, the office of a protective tariff, in developing and bringing into use various sources of our national wealth, particularly in copper, iron, hemp, provisions, and coal. The effect of even a small disbursement, so made, upon the public prosperity and comfort, is much more important and extensive than the first view of it would lead us to suppose. I am far from saying that taxes ought to be levied merely for the purpose of so expending them. No tax should be imposed, direct or indirect, which is not required for the legitimate and proper uses of Government. But if a necessity for the tax can be shown to exist; if the purposes to which it is proposed to apply it, clearly appear to be useful and profitable to the country far beyond the measure of the tax itself; it ceases to be a burden, and is relieved from all fair objection. Such in my opinion, is emphatically the case with almost the entire appropriation to naval service. It is confidently believed that such appropriations, *as liberal as any convenient and proper revenue system will allow*, may be, and of necessity *must be*, applied to 'uses far more valuable to the people who pay them, than the money itself;' and that, far from being an oppressive burden, they will operate as a measure of positive relief."

A boat-yard on the Mississippi is required for the general welfare; though it would operate, collaterally, more immediately for the protection of Western produce, and for the promotion of Western interests. If, therefore, it be a tax—let the West be saddled with its burthens. If it be a benefit, let her enjoy it.

The West—by which we include the Gulf-states, and those watered by the streams of the Mississippi—should be charged with the steam portion of the Navy, as the East is with canvass portion. The East is the place for ships and sailors, the West for steam-boats, and watermen—and the West should insist, as a matter of policy, right, and justice, on supplying the Navy with steamers, and with every thing relating thereto—from the truck down to the keelson, and from a packing thread up to an engine. When one of our men-of-war is in the Gulf of Mexico or at Pensacola, she does not consider herself at *home*. Her home is at Boston, or New-York, or some of the Atlantic ports; their crews all belong there. The *home* of our steamers, should be in the Gulf, and the Mississippi; and their crews should hail from those borders. It is for the protection of their homes, that a Gulf squadron would be required in war;—and it is for the protection of their labor and their produce, that a Gulf Squadron is required in peace;—and who should be charged with the defence of Southern and Western fire-sides, in war—of Southern and Western merchandize, in peace, but Southern and Western people? In the last war, we had no Squadron in the Gulf: the Western boys had to march down to its shores, and drive back the enemy. Entrust to them now, the Gulf defences,—let them build and man their own war-steamers, and no foe would ever again have the hardihood to cross the seas for the "beauty and booty" of a Southern city.

As there is a school for Military Engineers at West-Point in the East, there should be a school too for Naval Engineers in the West. Connected with the workshops of the Western boat-yard, there should be a school of Engineers. If more were graduated there, than are required for our public steamers in times of peace, they would be ready for the excess in time of war—and in the mean time would, in their private capacity, find useful and valuable occupation on the river boats. They would raise the standard of qualifications for Western river navigation—and prevent that destruction of life and property there, which legislation has tried in vain to arrest.

This is a matter of deep interest to the West, and we call upon the press and the people there, to stand up for their rights.